



PCU042569

Department of Planning
Received
15 MAR 2013
Scanning Room

8, Bridge St.,
Hamilton. 2303 N.S.W.
12th March 2013.

To whom it may concern:
re. Newcastle Urban Renewal Strategy.

The renewal strategy is a very detailed document with much to digest, and obviously improving the appearance of inner Newcastle, however not entirely friendly to many people.

Surely it is not beyond the ability of competent planners to work around our important rail infrastructure - "making the most of public transport" (Page 120); "a range of transport modes to reduce private vehicle use." (xix)

The illogical, extremely expensive truncation of rail services at Wickham has no bearing on achieving an appealing Newcastle, but in reality it will detract.

There are anxious inner city shop-keepers with few customers during "track-work", as many commuters hate having to change to buses.

The last small section of railway line (not already behind buildings the length of Hunter Street) could be improved with landscaping.

There are places suitable for pedestrian crossings providing connection from Hunter Street to the harbour waterfront. This is more economical and would prevent upheaval, inconvenience, delay and alienation of commuters from south, around the Hunter and suburban Newcastle.

21.

I note that the strategy "supports the re-location of some University of Newcastle faculties to the city centre," (Page 115). This is near Civic Station, as is the new Court House, (to provide limited parking for the judiciary). Newcastle City Council workers also access Civic Station.

Numbers of packed trains discharge hundreds of passengers at a time for the many events and celebrations on the Foreshore.

No one can explain how buses will handle large crowds, or families with prams, luggage, & groups with surf-boards. It will be even more difficult for disabled and blind people. I wonder how Graeme Innes or anyone au fait with Disability Discrimination would react.

Past studies indicate the closure of two rail crossings causing traffic chaos and inconvenience to motorists, pedestrians and businesses. This can be avoided by improving, not removing tracks.

Our rail infrastructure is not broken and doesn't need fixing. We "olches" without a car and every other person relying on public transport deserve better.

Yours faithfully.

J. M. Morley.

Judy Morley.